

# FEDERAL OFFICIALS COMPLETE PLAN OF GOVERNMENT RAILWAY OPERATION

(By Associated Press.)  
WASHINGTON, March 22.—President Wilson's signature to the bill for government operation of railroads until twenty-one months after the war completes the plan for the greatest undertaking in government control of privately owned public utilities the war has brought to America.

Early in August, 1916, the war cloud was growing ominous, so an act was passed empowering the President, through the secretary of war, to take control of and utilize all systems of transportation in a national emergency. President Wilson employed this authority on December 23, 1917, taking possession of the lines and appointing Secretary of the

Treasury McAdoo, director-general of railroads.

The flow of khaki-clad men had to proceed to the ports of embarkation without interruption; shells, cartridges and rifles had to be moved from munitions centers; foodstuffs had to be transferred from the granaries of the West, and ample provision had to be made for the output of the mines. In addition to military needs, the country had experienced during the winter of 1917, the greatest breakdown and congestion of the transportation system ever known.

In substantial accord with President Wilson's recommendation, the law provided that the compensation estimated at \$95,000,000 annually,

shall be predicated on average net earnings for the three-year period ending June 30, 1917. The amounts will be ascertained by the Interstate Commerce Commission and certified to the President, who will negotiate with the roads for their acceptance. Ordinary taxes, such as national or state, shall be paid out of operating revenues, but war taxes must be paid by the companies out of their own funds or charged against the standard return. In that way, the roads will bear their proportional share of the war burden. So that the properties may be returned to their owners in condition as good as when taken over, provision was made for their maintenance and for protection against unusual deterioration.

## DEBATE BREAKS OUT IN SENATE OVER ACTIVITIES OF THE I. W. W.

(By Associated Press.)  
WASHINGTON, March 22.—Warnings that the people of the Pacific Northwest, tired of I. W. W. activities, might take the law into their own hands to suppress traitorous conduct, charges that the government itself had "coddled" the leaders, and predictions that sabotage and other hampering activity to embarrass the government's aircraft program and likely to break out in the spring and summer, featured the senate debate yesterday on the administration bill to empower the government to commandeer timber and conduct logging operations.

The debate flared up so suddenly and lasted so long that time allotted for considering the bill was used by Chairman Chamberlain, of the military committee, who let it go over for action later.

Senators were not sparing in their declarations that the government should act swiftly and drastically to meet what they characterized as a menace to the people. Senator Chamberlain particularly declared it might be necessary to send troops into the spruce forests to protect workers getting out the precious timbers for the airplanes.

"The Industrial Workers of the World will not allow men to work in the forests," he said.

Senator Borah of Idaho declared the government could deal adequately with the I. W. W. without resort to force and by orderly lawful action.

Without mentioning the name of the I. W. W. leader to whom he referred, the Idaho senator declared: "The government now has in its possession the evil genius of the I. W. W. A professional criminal for twenty years has taken the lives of at least 18 men. The I. W. W. before he leads a charmed life. The best thing to crush the I. W. W.

would be to punish him on the evidence of his treason."

Senator King of Utah attacked the report of President Wilson's mediation commission on the deportations from the Arizona copper districts as a "quasi justification." The I. W. W. he declared, had been "coddled" too much by certain sympathizers in the labor department.

## GREAT PROSPERITY IN THE PHILIPPINES

(By Associated Press.)  
MANILA, March 22.—The Philippine islands have enjoyed during the past twelve months the greatest prosperity in their history. War conditions, prices and demands are directly responsible. In the past two years, the balance of trade in favor of the islands has been \$50,000,000, 65 per cent of which is to be accounted for in the unprecedented prosperity of 1917.

Internal revenue taxes, collected on the same basis in 1917 as in 1916, went up nearly 33-1-3 per cent, reaching the highest figure in history.

With the exception of sugar, all departments of insular trade profited by the prosperity of the country.

Hemp, with all the world demanding it for ships and war vessels, played a big role in the prosperity of the islands. During 1917 it reached record prices and paid its producers handsomely.

Likewise the coconut planters have been carried along on the crest of the wave of success.

The tobacco planters, manufacturers and dealers have also had a year of unparalleled business success.

Advertise in the Bonanza.

## NEED BRIDGE OF SHIPS TO FRANCE

(By Associated Press.)  
WASHINGTON, March 22.—Publication yesterday of the secret official British admiralty figures showing exactly the total of submarine losses up to January 1, and that despite anti-submarine measures, the undersea boats are destroying ships twice as fast as the world's shipyards are building them, promises to be the forerunner of some further official pronouncements which will bring home to America more strikingly than ever before the need of bridge of ships to France.

Chairman Hurley of the shipping board, possibly may make a statement, but it is certain that in a speech he is to deliver in New York Tuesday, he will give some facts, which, taken in connection with the recent declarations of Sir Eric Geddes, first lord of the British admiralty, and the official figures published here yesterday by the British embassy, will show the present ship construction situation as clearly as the British have shown the rate of destruction.

The British official figures show more than 11,000,000 tons of ships built to take their places, they show that the rate of submarine destruction steadily has decreased from the heights it reached when early in 1917 Germany announced a new and unrestricted campaign of ruthlessness and forced the United States into the war.

VILLISTAS WRECK TRAIN

(By Associated Press.)  
EL PASO, March 22.—The Mexican consulate has confirmed the report that Villa followers wrecked a passenger train last night 110 miles southwest of Juarez. They killed two passengers and wounded ten. They took three carloads of merchandise.

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## NOTES ON SPORTING EVENTS

(By Associated Press.)  
NEW YORK, March 22.—Minor league managers are awaiting with unusual interest the outcome of the meeting of the International League, scheduled to be held in this city on Monday, March 25. The conference will be the second since the annual meeting of the league was adjourned late in December. It is expected that at the coming session the club owners will decide definitely whether the organization will continue its circuit during the season of 1918 or abandon play for the duration of the war. Such evidence as is available in advance would appear to indicate that the league will operate this summer.

Several of the club owners have clearly intimated that they are opposed to a continuation of play under the present unsettled conditions, incidental to the war. Others stand ready to back baseball for another

season at least, but just which side will hold the majority vote cannot be stated before the day of the meeting. If it is decided to discontinue the schedule there is a bare possibility that one or more of the clubs will form a new league by joining hands with other city combinations which have in past seasons been a part of lower classification circuits.

A decision on the part of the International League to drop out would be a severe blow to organized baseball for the association is one of the pioneers among the minor leagues and a steady and important factor in the development of the game and of players for major league circuits. The league was organized in 1892 and continued without a break until the close of the 1917 season. During the initial year a two-season schedule was played but since 1893 the pennant race has been along the lines of the majors.

## COAL DISTRIBUTION SYSTEM COMPLETED

(By Associated Press.)  
WASHINGTON, March 22.—Completion of its zone system of coal distribution designed to bring about economies of transportation and increased production was announced last night by the fuel administration. Railroad embargoes will be used to enforce operation of the plan.

Anthracite and coke are not affected, neither is coal used by railroads nor particular kinds used for specific purposes such as production of certain by-products and gas. Coal moved on inland waterways and that exported to Canada are not included in the regulation.

With the annual production of bituminous coal approximately 300,000,000 tons, or 60 per cent of the country's output, it is expected that the saving resulting from the plan will amount to 100,000,000 car miles. This means that the same number of cars would make almost 300,000 additional trips from the mines which would be equivalent to an increase in production of 5 per cent. Coal operators last winter complained that production was reduced because they could not get cars to load the output and few had storage facilities.

## MEET TO MAKE LAWS REGARDING FLYING

(By Associated Press.)  
AMSTERDAM, March 22.—At Budapest a "Central European Conference on Air Law" has been sitting for several weeks. Delegates are present from Germany, Austria-Hungary, Turkey and Bulgaria. A complete code of air law for the central powers is to be drawn up, to be confirmed into law later by the respective governments.

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## NEVADA CON. COPPER MEN GO ON STRIKE

(By Associated Press.)  
SACRAMENTO, March 22.—About 300 employees of the Nevada Consolidated Copper Company have walked out on strike at Ely, Ruth and McGill, Nev., according to special dispatches received here yesterday from Reno. Gov. Boyle and R. F. Cole, state labor commissioner of Nevada, have gone from Reno to endeavor to settle the trouble, the dispatch said.

Demands by the men on strike were said to include time and a half for overtime, a flat increase of 50 cents a day and a half-hour time for preparation for work without any deduction being made from the employees' labor time.

## GERMANS PROHIBIT KEEPING OF HORSES

(By Associated Press.)  
NEW YORK, March 22.—No person in the province of Brandenburg of which Berlin is the capital will be permitted to keep horses for other than commercial purposes after March 1, according to an order issued by the high command, says a Berlin dispatch of February 2, published in German newspapers received here.

MAURA TO FORM CABINET

(By Associated Press.)  
MADRID, March 22.—King Alfonso has instructed Antonio Maura, former premier and conservative, to form a cabinet.

SIGNS RAILROAD CONTROL BILL

(By Associated Press.)  
WASHINGTON, March 22.—The President has signed the railroad control bill.

## MICHIGAN TO START RAISING MORE SHEEP

(By Associated Press.)  
DETROIT, March 22.—Steps to re-establish the sheep raising business in Michigan are beginning to take shape. Already it is announced from Iron Mountain in the "upper peninsula" that a sheep ranch of 10,000 acres in Dickinson county, Michigan, and Florence county, Wisconsin, will be established south of there by spring. As a beginning the ranch will be stocked with 5000 sheep with 40,000 as the maximum as the establishment is built up. The ranch, it is said, will represent an investment of approximately \$250,000.

More are in prospect, however, as an active organization has been formed to import sheep from western states and educate the northern farmers as to the industry. Michigan at one time stood near the top of the list of sheep raising states but in recent years the industry has declined so that the state now plays only a small part in the country's wool production.

## WILL BUILD LARGER SHIPS FOR NAVY

(By Associated Press.)  
WASHINGTON, March 22.—Secretary Redfield recently suggested that the board begin building larger ships, now that the construction of smaller vessels is under way satisfactorily. Craft of the new design probably will be built in some of the old yards which are equipped for building large vessels for the navy. They cannot be laid down for several months.

One advantage of the big ships will be a great increase in carrying capacity, without corresponding increase in the crews.

RUSSIAN FORCES RETIRING

(By Associated Press.)  
PETROGRAD, March 22.—Government forces are evacuating Kremenchug, Minin, Romodan and southern Russia. The Russian commission left for Pakov to investigate reports of attacks on German troops. The Armenian colonies in the Turkestan and Transcaucasian districts have declared for mobilization and the Soviet council of the republics of Don have levied five million roubles on local capitalists.

ANNUAL STATEMENT OF THE WATER COMPANY OF TONOPAH for the year ended December 31, 1917.

Overdraft, December 31, 1916 \$ 1,916.00

Receipts during year, including proceeds of notes amounting to \$50,000.00... 150,213.90

\$148,297.90

Disbursements during 1917, including payment of loans... \$149,870.66

\$ 1,327.26

H. D. ANDERSON, Assistant Secretary.

ANNUAL STATEMENT OF THE NEVADA COPPER COMPANY, for the year ended December 31, 1917:

Cash on hand, January 1, 1917... \$775.75

Receipts during year... \$775.75

Disbursements during year... 238.48

CASH ON HAND DECEMBER 31, 1917... \$537.27

C. A. HIGBEE, Secretary.

Adv. M1916

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